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### Intimations:

**ASBESTOS PACKINGS, JOINTINGS, CLOTH,  
FIBRE &c.**

**TUCK'S PACKING.**

## PARAGON PACKING

**ALL GOODS GUARANTEED OF BRITISH MANUFACTURE AND BEST QUALITY.**

**BELL'S ASBESTOS EASTERN AGENCY, LTD.**

**W. JACKSON**

Hongkong, 8th September, 1896

**UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.**

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,  
FOR THE

**UNITED ASBESTOS COMPANY, LIMITED, LONDON,**  
**PIONEERS OF THE ASBESTOS TRADE.**  
*Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign*  
*Railways, including the Imperial Railways of Japan.*

**MANUFACTURERS OF**  
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.  
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Manhole Doors, etc. are also used on every Battleship, Cruiser, Gunboat, Torpedo,

**"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, Etc. IN TWO QUALITIES.**

1030] SUPERINTENDENT.....THOS. SKINNER.  
DODWELL, CARLILL & Co.,  
General Agents.

**W. BREWER & CO.**

<b>CHAMBERS' ENCYCLOPEDIA.</b>		<b>PAASCH'S FROM KEEL TO</b>	
10 vols. ....	\$45.00	TRUCK.....	\$13.50
American Cyclopaedia of Commerce, 2 vols. ....	10.00	Castell's Science for All, 5 vols.....	15.00

History Latin Literature, by Simcox, 2 vols.	10.00	Cassell's Domestic Dictionary .....	4.00
Forbes' Hindustani Manual .....	1.75	Every Man his own Lawyer .....	3.50
Forbes' Hindustani Dictionary (Romanised)	1.00	The Hastings' Chess Tournament .....	4.00
Breakdown's at Sea, by Leask .....	2.50	Sandow's Physical Training .....	4.00
Electric Lighting for Marine Engineers		Human Document, by Mallock .....	4.50

**4 RISING YOUNG MAN ALWAYS DRINKS**



# RAINIER BEER.

IF YOU WISH TO RISE ABOVE STRONG DRINKS TRY

IT AND YOU WILL BE HAPPY IN THIS WORLD.

SEEATTLE BREWING AND MALTING CO.  
HUNTSVILLE BRANCH

F. BISHOP,  
Acting Manager.  
Hongkong, 11th September, 1896.

HONGKONG BRANCH,  
ICE HOUSE LANE.  
[1896]

**THE PHARMACY.**  
TANSAN. TANSAN.

**TANSAN.**  
This refreshing and invigorating Table Water contains 8 per cent. more **IRON CARBONATE**  
than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA :-  
605] **FLETCHER & CO.  
and  
CARMICHAEL & CO.**



F. D. C.

TRADE MARK.  RARE OLD SCOTCH WHISKY RENOWNED FOR ITS  
 Hong Name: YUEN WO. GREAT MELLOWNESS.

TELEPHONE, No. 133. PRICE .....\$12 PER DOZEN.  
SOLE AGENTS:—

**GANDE PRICE & CO.**  
WINE AND SPIRIT MERCHANTS,  
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 9th September, 1896. (400)

# MOUNT AUSTIN

## MONTROSS IN HOTEL.

1400 FEET ABOVE SEA LEVEL

— 18 —

TELEGRAPHIC ADDRESS, "EXETER," HONGKONG. TELEPHONE, No. 122.

A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD,  
TIFFIN AT 3 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in  
PRIVATE DINING-ROOM.  
For further Particulars apply to

THE MANAGER,  
MOUNT AUSTIN HOTEL,  
Bongach, 27th July, 1894.

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# Today's Advertisements.

## HONGKONG RIFLE ASSOCIATION. COMPETITION.

THERE will be a SPOON COMPETITION TO-MORROW (SATURDAY), the 19th instant, over the 200, 500 and 600 yards distances, Seven Shots and "Sight" at each. Firing to commence at 2.30 P.M.

F. SMYTH,  
Honorary Secretary.

Hongkong, 18th September, 1896. [1459]

## TO LET.

HOUSE No. 7, DES VIGUE VILLAS, PEAK, containing SIX BED-ROOMS and SIX BATH-ROOMS.  
HOUSES Nos. 1 and 2, BRACONFIELD ARCADE, facing PARKER GROUND, OFFICE in BRACONFIELD ARCADE.  
HOUSE No. 17, BILLIARDS TERRACE, GODOWNS IN DUDDELL STREET.  
Apply to

BELLIOS & Co.

Hongkong, 18th September, 1896. [1457]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

## "PEKIN"

FROM BOMBAY, COLOMBO AND

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, E.C., ex S.S. *Parramatta*.  
From Penang, S.N., ex S.S. *N. N. Co.* and  
Bombay Penang S.N. Co.'s Steamers.  
Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 24th instant at 4 P.M. will be subject to rent.  
No Free Landing will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 18th September, 1896. [1451]

FOR KOBE AND YOKOHAMA.

THE Steamship

## "NANYO MARU"

will be despatched for the above Ports on SUNDAY, the 20th instant, at Daylight, instead of as previously advertised.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents.

Hongkong, 18th September, 1896. [1404]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

## "RAIMUN"

Captain Bathurst, will be despatched for the above Ports on SUNDAY, the 20th instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARPAK & Co.,  
General Managers.

Hongkong, 18th September, 1896. [1458]

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM TO

YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

## "HOHENZOLLERN"

Captain A. Harrasowitz, will leave for the above Ports on about WEDNESDAY, the 23rd inst. For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 18th September, 1896. [1447]

NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

## "PRINZ HEINRICH"

Captain Coppers, due here with the outward German Mail about the 22nd instant, will leave for the above place about THURSDAY, the 24th instant.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 18th September, 1896. [1447]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

## "NESTOR"

Captain Asquith, will be despatched as above on SATURDAY, the 3rd October.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th September, 1896. [1459]

DAKIN, CRICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

## SODA WATER.

LEMONADE.

GINGER ALE.

## SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.  
Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896. [1499]

# Intimations.

## NOTICE.

I HAVE This Day commenced Business as a GENERAL COMMISSION AGENT.

W. SHEWAN.

Hongkong, 20th July, 1896. [1149]

## A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE AND SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

## DEATH.

On the 14th August, at Southend, Elphinstone, England, aged 8 years, the son of ALFRED E. and EMMA TURNER, formerly of Singapore, Penang, and Sandakan, North Borneo.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 18, 1896.

TELEGRAMS.

REUTER'S MESSAGE.

THE AUSTRIAN PRESS ON THE ARMENIAN AGITATION.

LONDON, September 16th.

The Austrian press is alarmed at the agitation in Great Britain in favour of intervention in Turkey. It accuses Great Britain of fomenting trouble, and declares that any isolated action on the part of England is likely to end in her being expelled from Egypt.

(From L'Avenir du Tonkin.)

THE REBELLION IN THE PHILIPPINES.

PARIS, September 8th.

A very serious plot has been discovered in Manila to overthrow the Spanish authority. Reinforcements are being forwarded to Manila from Mindanao.

PARIS, September 9th.

At Manila, the Spaniards took Siliang after a brilliant engagement; the rebels lost was 35 killed.

MADAGASCAR.

PARIS, September 8th.

Great Britain has accepted without any objection the new position of Madagascar as a French Colony.

THE KAISER AND THE TSAR.

At the banquet given in honour of the Imperial guests, the German Emperor, speaking in German, thanked the Tsar, in the name of Germany, for his visit to a country where so many of his ancestors had sealed the friendship between Russia and Germany.

The Tsar, speaking in French, replied that he was deeply touched with the welcome of the Emperor, and that he was animated with the sentiments of his illustrious father.

September 7th.

The Tsar has been nominated as Admiral of the German Fleet.

# TELEGRAMS.

## THE TSAR'S TOUR.

PARIS, September 9th.  
The Tsar and Tsarina have arrived at Copenhagen, where they will stay ten days.

## (From Bangkok Observer.) THE EASTERN CRISIS.

LONDON, September 8th.

The new Law embodying the newly granted reforms has been promulgated in Creta.

LONDON, September 8th.

A French squadron has been ordered to the Levant, where there is already a powerful British squadron.

QUITE RIGHT!

LONDON, September 8th.

The two Arab editors whose papers, published in Egypt, were suspended for publishing insulting allegations respecting the Queen of England have been sentenced to eighteen months' imprisonment.

LOCAL AND GENERAL.

H.M.S. *Centurion* is now at Nagasaki.

H.M.S. *Pigmy* arrived here this afternoon from Nagasaki.

THE British gunboat *Peacock* has proceeded from Japan to Tientsin.

THE *Grafton*, *Edith*, *Nordstern*, and *Undaunted* are at Yokohama.

H.M. Majesty's cruisers *Raiden* and *Pique* are now on their way to Hongkong from Japan.

A SPECIAL general meeting of members of the Chamber of Commerce to-morrow at 11.15 a.m.

We hear that the Jewish Debating Society will give a concert to-morrow at No. 5, Seymour Terrace, commencing at 9 p.m.

On the 12th inst. the Tanjong Pagar Dock Co. declared a dividend of 7 per cent. and added \$70,000 to its Reserve Funds.

THE Public Library has received some new books, the list of which may be inspected at the Library in Bank Buildings.

Six weeks imprisonment was passed this morning on a "water-rat" who picked a passenger's pocket on the *Falshan*.

THE Admiral's cruise in the north has come to an end, and the major portion of his fleet are now in Japanese waters—some at Nagasaki and the others at Yokohama.

IN ARKANSAS.—"Wot, stranger! You ask me how I like the United States kin lick Spain? Why, shure, this here blessed State of Arkansas alone kin lick any nation under the sun that wears bangles on its pants!"

A WINE merchant informs us that Japanese beer will not keep in casks for more than forty-eight hours. What a thirty race the Japs must be! And what a libel on the far-famed "Kris" beer brewed at Yokohama!

SCHOOLMASTER: "Now, boys, supposing that the goddesses Diana, Venus, and Juno were to appear before you, what would you do with this apple?" Brown Minimus: "Please, sir, I'd eat it before they asked for it."

WE are informed by the General Managers of the Olivers Freehold Mines, Limited, that a telegram has been received from Australia which indicates the probable failure of the negotiations for the sale of the joint properties.

THE Mosque of the Hongkong Regiment, in Kowloon, is now almost completed giving the place quite an Oriental appearance. "Our Very Own" are to be congratulated on the beauty of their new building which looks well in its two shades of terra cotta.

A CHINESEMAN was sent to goal for six months this morning for bringing two men into the colony for the purpose of emigration. He brought the men here on the pretence that they would be found employment as stone-cutters, but the next morning he shipped them to Singapore.

A REUTER telegram from St. Petersburg published in London on the 19th ultimo says:—The Russian Squadron, to be despatched to the Pacific in the autumn under the command of Admiral Alexoff will consist of an ironclad, six first-class and two second-class cruisers, two torpedo cruisers, six gunboats, and seven torpedo vessels.

THE *Tit* appears to be the eighth vessel of the Prussian and German navies which has been lost at sea during the last thirty-six years. The schooner *Prasanth* disappeared in Chinese waters in 1860; the training ship *Amstern* foundered in the North Sea in the next year; the loss of the *Grosser Kurfurst* off Folkestone in 1876 and of nearly 300 officers and men after collision with the *Kaiser Wilhelm* will be remembered by many; the training brig *Udolph* sank off the Jullaryd peninsula in 1884; the corvette *Augusta* in the Indian Ocean in 1885; and the *Eber* and *Alder* in the great hurricane at Apla in 1889.

MEMORANDA.

TO-MORROW, 19th September.

11.15 a.m.—A special general meeting of the Members of the Hongkong General Chamber of Commerce at the City Hall.

8 p.m.—Concert at Talkin Club.

SUNDAY, 20th September.

The *Transit* boats of the China Mutual Steam Navigation Co. Ltd. leave from this date for the 1st post, tomorrow.

Twenty years ago the Admiralty were in doubt as to whether the *Victor* would hold together for three years longer. To-day Hongkongers wonder if the *Tamar* will run away altogether before she takes the *Victor's* place. We hear that the alterations to the latter vessel will probably be completed next year! At this rate we may expect to hear that the *Maenn* will be repaired about the beginning of the next century.

In reporting the departure of Prince Khilkoff on his railway investigation tour the St. Petersburg correspondent of *The Times* speaks of the Manchurian branch of the Siberian Railway. This, he says, "is absolutely decided upon in principle, whatever Li Hung-chang may say to the contrary." This is what we (*L. & C. Express*) have always insisted was extremely probable. The French have driven in the wedge by securing permission to extend the Tongking lines into Kwangsi. Why should Russia not do the same in the north?

THE dispute between Nepal and Tibet has not been concluded as was hoped. It is, says the *L. & C. Express*, believed that the British Government will not interfere to preserve Tibet from well-merited punishment at the hands of the infuriated Gorkhas; and it is certain that the latter will not pay the heed they formerly did to the threats of the Chinese. A Nepalese invasion of Tibet might terminate in the annexation of a considerable part of the southern border of Tibet, if not in a siege of Lhasa.

THERE are, it appears, some modern Quixotes in England as well as in France. In humble imitation of twelve pilgrims who start from Amiens, to go on foot to Jerusalem in celebration of the eight hundredth anniversary of the beginning of the Crusades, "The Society of the Crusades," 17, Victoria-street, Westminster, London, has announced that, "considering the part played by our English kings, princes, and people in the Crusades against the Turks for the recovery of the Holy Sepulchre, it will have a separate pilgrimage to Jerusalem, leaving England about September 20th. It is proposed to hold a meeting in the Christian Temple, Jerusalem, on October 21st, in order to consider the subject of a memorial to the English who fell in the battles of the Crusades."

WE are glad to hear from Foochow that success has attended the efforts of Mr. Fraser, of the firm of Fraser, Ramsay & Co., to improve the preparation of the black tea exported from that famous tea market. Mr. Fraser, who has visited the tea factories in Ceylon and India, imported rolling machinery, got it up-country, and has turned out tea which the *Foochow Echo* describes as equal to any of the Ceylon and Indian tea which are so popular with the masses in England. This "revised version" of Foochow tea marks, it may be hoped, the turning point in the languishing tea trade of Foochow, and as the enterprise is in the hands of the locally formed "Foochow Tea Improvement Company," which is managed by Mr. Fraser, and as the foreign and native tea merchants have all to gain and nothing to lose by much-needed improvement in Foochow tea it is probable that machinery will soon be imported on a large scale and that there will be quite a revival in the trade of the port. We hope so.

THE story of how Nansen found Jackson, or Jackson found Nansen, whichever it may prove to be, is assuredly one of the most extraordinary in the history of travel. The Jackson party were wintering in comparative luxury at Cape Flora, near Eliza Harbour. Nansen and Johansen pushed south with their remaining two dogs and their skin canoes, and after traversing on water the part marked on the maps as Franz Josef Land, they were stopped on August 26th, 1895, by the approach of winter, just eighty miles from the quarters of the other expedition. There they remained, without being discovered, till May 19, 1896. Nansen had allowed his two watches to run down, because, it being practically always daylight at one season, no night had come to remind him to wind them. Therefore he could not possibly find his longitude, and thus determined his position and chose his route. Under these circumstances, for the two groups of explorers to meet was a far more wonderful coincidence than for two needles to come together in a hay-stack. The surprise of both must only have been equalled by their delight, and to the coincidence Dr. Nansen owes at least his escape from a further series of dreadful hardships and dangers, and possibly from a lingering death.

In the course of a leader on the installation of Lord Salisbury as Warden of the Cinque Ports the *London Standard* says:—Lord Salisbury used words of unmistakable significance. The earlier part of his speech, in acknowledgment of the toast of his health as Lord Warden of the Cinque Ports, was, as became an occasion of ceremonial complacency, conceived in a light and graceful mood; but became deeply and impressively earnest when he looked beyond the coasts with whose defence his new dignity is immemorably associated. The aspect of the world at large, he told his hearers, is one of "unbroken and unquestionable peace." In South-Eastern Europe there is, however, "a centre of rottenness from which disease and decay may spread to the healthier portions of the European community." So long as that state of things exists there is danger of trouble. Nor must England imagine that she "may not be called upon to go to the front" and take part in the perils of the time.

The Prime Minister gave an emphatic warning alike to the Turkish Empire and to his own countrymen. To the Government of the Sultan he spoke of the punishment which in the course of events may befall it; his countrymen he reminded of the possible need for England to "write her name again as the maintainers of civilisation, as the friends of peace, and as the indomitable defender of the liberty of an independent people." Great Britain will not with the Powers, not independently of them.

## SENSATIONAL TRIAL AT BANGKOK.

THE FRENCH MINISTER CAUSES A HUGE SENSATION IN COURT.

In July last the Siamese authorities arrested a Cambodian named Kadit whom they charged with wilful murder of a Siamese in the dominions of the King of Siam. The man claimed French protection, asserting that he had registered at the French Consulate. The French Minister, M. DeFrance, claimed the right to try the man, but the Siamese Government asserted that he was not a French subject and refused to give him up. Many despatches passed between the French Minister and the Siamese Foreign Office, but all to no purpose as far as the French claims were concerned, and we now find it stated in the Bangkok daily papers of the 7th September (received here to-day) that on the 7th instant the man Kadit was brought up for trial in the Siamese Criminal Court before their lordships Phra Wechintarong, Phra Krasame Sookare, Phra Petcharom, Phra Soot Charit, and Luang Yanaprasat. Phra Krasame Sookare presided on behalf of the Siamese Government. Entrance was by ticket, but besides reporters from the local papers there were no Europeans present in Court. Petty officials and natives composed the greater part of the spectators.

Before the hearing had gone very far a huge sensation was created in Court by the arrival of the French Minister-Resident accompanied by M. Hardeuin, French Consul. M. DeFrance advanced to the Bench and protested against the trial of the prisoner by a Siamese Court. He spoke to the following effect:—"I have already protested to the Siamese Government against the detention of Kadit, and against any judgment that a Siamese tribunal may render against him. I am informed that in spite of these protests the trial of Kadit has commenced to-day. I therefore wish to again protest before this Court. You have no right to judge this man, since he is under the protection of France. If this Court persists in trying the prisoner, I place all responsibilities for such course upon the Siamese Government."

After M. DeFrance had completed his protest, in French, M. Hardeuin repeated the substance of the words in Siamese. When this had been done, the French Minister, turning to Kadit, continued in French:—

"Tell Kadit that I forbid him to reply to the questions addressed to him."

This was also translated into Siamese by M. Hardeuin and addressed to Kadit, who acknowledged the order by a bow. The French Minister and Consul then bowed to the Judges and left the Court. The surprise of the Judges was, says the *Siam Free Press*, evidently great; no attempt was made to reply, and for half a minute the Court sat in consternation at the turn the trial had taken and before the gravity of the situation created by the vigorous protest of the French Minister on behalf of his Government.

The Court adjourned for half an hour in order to acquaint the Government with the protest of the French Minister and to receive instructions how to proceed.  
At 12.05 the Judges again took their seats. It had been decided to continue the case *ex parte* *quous*. Kadit was brought in and the case proceeded.

NEWS BY THE ENGLISH MAIL.

London, August 21st.

The late Sir John Everett Millais President of the Royal Academy, was buried yesterday in St. Paul's Cathedral.

The Korean Ambassador Extraordinary and his suite left St. Petersburg to-day on their homeward journey.  
Nothing has yet transpired as to the new mail contract with the East, Far East, and Australia. The Rev. Alfred Hill has been appointed Chaplain at Hongkong to the shipping fleet, and to St. Peter's Institute ashore.

At Grenoble on 16th inst. a monument to the memory of Captain Doudart de Lagree was unveiled, amidst a scene of much enthusiasm, by M. Le Myre de Villers.

It is said an attempt is to be made to reach Lhasa by a British official, who proposes to travel as a trader from the Chin or Shan States. The gross value has been entered at £137,165 10s. 10d. of the personal estate in the United Kingdom of the late Baron Hirsch.

John Daly, the treason-felony prisoner, was released from Portland yesterday, and was met by a number of friends with whom he travelled to London.

The Report of the Vaccination Commission has been issued. The Commission reports that vaccination has a marked effect in reducing both the prevalence of and mortality from small-pox. It is stated that Dr. Jameson is engaged in writing what is believed to be a record of the Transvaal Raid. He devotes nearly the whole of his time in his call at Holloway Prison to its compilation.

The well-known German anthropologist, Adolf Bastin, who is close upon seventy, has started on an exploring journey into the heart of China, with a view to study the middle races of the Celestial Empire.

Mr. B. Howard, the English traveller, who has been for several years in the island of Saghalien, where he has been observing the manner of life of the convicts there, has arrived at Nijal Novgorod.

The German Minister of War, Bismarck von Schellendorf, has resigned, and his resignation has been accepted. He returns an active general to the army. General von Goeler has been appointed to succeed him.

A spirit of discord and unrest continues to disturb various districts of Spain. Rumours of Republican and Anarchist plots abound, and mysterious explosions at Barcelona serve to keep alive the feeling of insecurity and uneasiness which has so long existed in that city.

Prince Khilkoff, the Russian Minister of Ways of Communication, has left St. Petersburg on a tour round the world with a view of securing the best information as to American and English railway practice, and studying the navigation of inland waterways.

Lord Salisbury was formally installed at Dover on 15th inst. as Lord Warden of the Cinque Ports, and, replying to the toast of his health at the public banquet, he alluded to the Eastern Question, and declared Turkey to be a gangrene and a centre of rottenness.

The German *Imperial Gazette* has published a warning against the firm of Wagen Freres, at Yokohama, natives of Switzerland



## THE RUSSO-CHINESE TELEGRAPH CONVENTION OF 25th AUGUST, 1896.

[Communicated to *North China Daily News*, 21st November '92.]

An Independent State has the absolute control of telegraphs within its territory. Junction of the telegraph lines of any two adjoining States can only be effected by a special Convention between two States.

The European Governments, with most of their dependencies and colonies, and some extra-European Governments, whose lines had previously been connected at the respective frontiers according to special Conventions, have concluded the International Telegraph Convention of St. Petersburg 1875 (with the annexed Service Regulations, revised at Paris 1890) containing the stipulations under which the contracting Parties agree to work their international lines.

The International Telegraph Convention is a voluntary agreement between the contracting Parties, from which agreement each of the contracting Governments has reserved to itself the right to withdraw altogether (Int. Telg. Conv. Art. 20) as well as the power to suspend the service of the international telegraphs for an indefinite period if it judges it necessary (Int. Telg. Conv. Art. 8).

The International Telegraph Office at Bern is the common secretariat established for the purpose of exchanging communications regarding their common business between such Telegraph Administrations as are parties to the International Convention. The United States of America, British North America, most of the South American States and some other countries are not parties to the International Telegraph Convention.

When China wished to connect her telegraph lines with the Russian telegraph lines on the Russo-Chinese frontier she had to conclude a convention with Russia for that purpose. There was no other means.

As far back as in 1865, Russia had invited China to establish such connection, proposing that China should construct a telegraph line from Tientsin to Khabarovsk and there connect this Chinese line with the Russian lines. China at that time declined the invitation.

In 1869 Russia granted to the Great Northern Telegraph Company a concession for connecting, by submarine cables, the Russian telegraph system at Vladivostok with Nagasaki, Shanghai, Pootchow, Amoy and Hongkong, subject to the necessary Russian permission from the respective Governments. Russia giving the Great Northern Telegraph Company, in consideration of the expenses incurred by the undertaking, certain guarantees against tariff competition from eventual Russo-Chinese telegraph connections, as far as regards the ports which the Great Northern Telegraph Company undertook to connect by submarine cables with the Russian telegraph system at Vladivostok.

In 1877, after China had introduced telegraphs and extended her lines to the Russian frontier, China on her side invited Russia to connect the landlines on the frontier. Russia at once was willing, but as to the conditions for connection, she had necessarily to take into due consideration the above mentioned guarantees by which she had bound herself to the Great Northern Telegraph Company, after China had rejected Russia's proposal of original proposal of 1865 for an unconditional connection.

The negotiations on this point have now resulted in the conclusion of a telegraph convention between *China and Russia*, signed on the 25th August this year (1896).

According to this convention, which is concluded for ten years, the Chinese and Russian landlines will be connected at three places on the frontier, viz. at Wenchow (Novoklensk) at Hlampos (Dizyevskensk), and at Khabarovsk.

The telegraph charges for transmission *via* the said junctions, from any station in China, will be, per word—

FROM—	To Russia (excepting Russia) .....	To Russia in Russia .....	To Europe .....
Shanghai	.....	.....	.....
Pootchow	.....	.....	.....
Amoy	.....	.....	.....
Swatow	.....	.....	.....
Peking	.....	.....	.....
Newchwang	.....	.....	.....
Tientsin	.....	.....	.....
Chifu	.....	.....	.....
Hankow	.....	.....	.....

and so on.

This considerable reduction of the existing charges has been notwithstanding the depreciation of the value of the dollar.

The charges for Shanghai, Pootchow, and Amoy's correspondence with Europe will, until further notice, be the same as the Russo-Chinese junctions as *via* the cables and Vladivostok, owing to the aforesaid guarantees, previously granted to the Great Northern Telegraph Company by Russia; but when the Khabarovsk junction shall have been established, probably next autumn, Shanghai, Pootchow and Amoy will obtain, at equal charges, an additional telegraph route to Europe, which will be shorter, quicker and safer than the present cable route *via* Vladivostok, as the Khabarovsk line cuts out the section of the Russian lines between Irkutsk and Vladivostok, a distance, by wire, of nearly 3,000 English miles, which is subject to partial interruptions from floods and other unavoidable causes.

The further transmission, beyond Russia, of telegrams to their destination in Europe and America will be effected by the shortest and quickest routes—

*Via Thorn (Germany)*, telegrams to Germany, Holland, Belgium, Switzerland, Spain, Portugal, France and America (by the French Atlantic cables); England (by the Anglo-German cables); and America (by the English Atlantic cables).

*Via Austria*, telegrams to Austria and Italy.

*Via the Great Northern's cables to Europe*, telegrams to Scandinavia, England and America (by the English Atlantic cables).

The special charges which have been established by this convention for correspondence exchanged between the two neighbouring States, China and Russia, are in accordance with the Int. Telg. Conv., Article 19 and Serv. Reg. 79.

The Franco-Chinese Telegraph Convention of 1885 for the junction of the Chinese and French landlines on the Tientsin frontier contains a

similar stipulation for correspondence exchanged between China and French Indo-China.

Such arrangements exist between nearly all adjoining States, whose lines are connected, and when England shall be ready to connect her Indian landlines with the Chinese landlines on the Burma frontier, similar arrangements will probably be adopted for correspondence *via* such junction between China and India.

The convention is concluded for ten years and will expire about the same time as the Franco-Chinese Telegraph Convention of 1885; at which time will also terminate the English and Danish companies' landing arrangements at Shanghai and Pootchow, which were sanctioned by the Tientsin Yamen and the British and Danish Ministers at Peking, in 1853, to last for twenty years. The Great Northern Telegraph Company's twenty years' exclusive monopoly in Japan will also expire at the same time.

The Russo-Chinese Telegraph Convention is in accordance with International Law and with the International Telegraph Convention; and so it had to be, according to the Int. Telg. Conv. Serv. Reg. 887, which gives the rules for the opening of telegraphic relations with non-adhering States.

The Russo-Chinese Telegraph Convention is a decided step forward in the direction of the development and facilitating of international telegraphy; the Chinese Telegraph Administration employs her increased revenue, resulting from the new junctions, in the construction of a new international telegraph line, 3,000 long, to Khabarovsk, which will establish an additional and highly efficient telegraph route between China and Europe, while at the same time considerable reductions of present telegraph charges are introduced, as far as existing and previously contracted obligations have allowed.

There exists therefore no ground for complaint or protests on account of the conclusion of this Convention.

If any mistake has been committed, such is of an older date.

It was the body of Foreign Ministers at Peking, who, by their collective note of December, 1874, to Prince Kung, the late President of the Tientsin Yamen, moved the Chinese Government to recognize and protect the Danish cables in China, but without, at the same time, recommending the Chinese Government to impose on the cable company such terms and conditions as are, and at the time were, customary in Europe.

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China, which, at the time, had but a limited experience of international telegraph details, naturally supposed that the arrangement proposed by the Foreign Ministers was in accordance with established international telegraph rules, and expected that the arrangement would work satisfactorily, at any rate to the satisfaction of the foreigners themselves. If it has turned out otherwise, China cannot help.

However, China has been endeavoring to do her best, under the circumstances, to develop international telegraphy, not wishing to leave to the combined cable companies the undisputed control of China's international telegraph correspondence.

In 1883 China concluded with France a telegraph convention, based on liberal and progressive principles, for connection across the Tientsin frontier at two places, viz. *via* Méouine in Yunnan and *via* Lungchow in Kuangsi.

When China next wished to establish an over-land telegraph route to Europe, two routes were to be considered, namely, *via* India and *via* Russia; in either case China necessarily would have to come to an arrangement, as to the conditions for connection, with the respective Governments before connection could take place.

England has hitherto made no advances or proposals to China for connection on the Burma frontier; on the contrary, as recently as in 1890, at the International Telegraph Conference at Paris, England altered her Indian transit rate, which until then, "for all telegrams and between all Indian frontiers," had been uniform, viz. franc 0.75, and introduced a differential Indian transit rate, namely franc 0.35 for telegrams *via* cables, (that means China *via* Eastern Extension Co.) and franc 0.75 for telegrams *via* landlines (that means China *via* Burma frontier).

This alteration of the Indian transit rate, introduced after it was known that China was ready to connect *via* Burma, did not point to any inclination on England's side to establish cheap charges *via* such junction.

Besides, from India to Europe the Chinese Telegraph Administration's traffic would have to pass by the cables of the English "Eastern Extension Company," which might lead to complications.

On the other hand, Russia had always been willing to negotiate with China for connection. Russia's transit rate is the same *via* cables (that is, China *via* Great Northern Co.) as *via* landlines (that is, China *via* Siberian frontier).

Besides, the route *via* Khabarovsk is the shortest possible and the best between China and Europe.

Such was the situation which led to the conclusion of the Russo-Chinese Telegraph Convention.

This Convention will affect a considerable increase in the revenue of the Chinese Telegraph Administration, first, because the Chinese lines, when the Khabarovsk line shall have been built, will get a portion, and that in proportion to the efficiency of the Khabarovsk line—of Shanghai, Pootchow and Amoy's traffic with Europe and America, of which traffic the Chinese lines hitherto without the Russo-Chinese junctions can have no share, and, secondly, because the whole traffic from all other stations in China—a traffic which is increasing every year—will pass *via* the Russo-Chinese junctions, by which route the total charge is considerably lower than *via* the cable route (see the table above), while at the same time the Chinese proportion of the total charge is considerably higher *via* the Russo-Chinese junctions than *via* the cable route.

This increase of her revenue, the Chinese Telegraph Administration, in the true spirit of telegraphic development, will expend on the construction of the Khabarovsk line and the establishment of other new junctions.

It is not yet quite eleven years since the first Chinese telegraph line, between Tientsin and Shanghai, was opened, and ever since then the construction of lines all over China has been pushed forward under the management of the Director General of Telegraphs, Sheng Tsotai.

The Chinese telegraph system, already comprising about 45,000 miles, carrying 35,000 miles of wire stations have been established in 17 different towns; and Yunnan, the Pootchow, and Hainan have been connected by submarine cable with the mainland. From Heklinglung to Hainan and from Corea to the Burma frontier of Yunnan the Chinese telegraph lines stretch over greater distances than from Norway to Sicily and from Lisbon to the Caucasus.

Next year will see the extension of the Chinese lines from Khabarovsk to Khabarovsk and from Khabarovsk to Khabarovsk.

## THE BRITISH COMMERCIAL MISSION TO CHINA.

LONDON, August 21st.

It is assured, beforehand, that a French Exploring party will produce an admirable account of their Mission; and the shadows which the coming report of the Lyons Mission to China has "cast before" convince us that this reputation will be sustained. Whether it will conduce to the increase of French commerce in another question. Speaking from a French point of view, we are not sanguine; speaking from an English point of view, we are not apprehensive. From the days when Louis XIV. tried to establish political ascendancy in Siam, and French manufacturers objected that Indian cloths competed inconveniently with their own, French policy has relied on amercement and protection. It has been frankly admitted, in our day, that French manufacturers cannot compete with our own in an open field; and, as discrimination rates cannot well be imposed, to South-west fair field, and this has been the result. England is about to return the compliment. A Mission promoted by the Blackburn Chamber of Commerce is about setting out to explore the feeling of its promoters in saying that our friends across the Channel are cordially welcome to whatever facts it may ascertain. Our methods are different. Of open competition we have no fear. Sincere rivalry suits our temperaments. All that we seek is a fair share of any trade that the investigations of the Lyons Mission may lead to promote. England is about to return the compliment. A Mission promoted by the Blackburn Chamber of Commerce is about setting out to explore the feeling of its promoters in saying that our friends across the Channel are cordially welcome to whatever facts it may ascertain. Our methods are different. Of open competition we have no fear. Sincere rivalry suits our temperaments. All that we seek is a fair share of any trade that the investigations of the Lyons Mission may lead to promote.

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serves in part to make the fortunes of the official body in the provinces. Mr. Parker proceeds:—

The land-tax ought to produce about Tls. 30,000,000 a year; but what with exemptions, grants, floods, &c., it may be safely said that Tls. 20,000,000 is the maximum amount actually reported. It has been frequently stated by Peking censors that five, or even ten, times the nominal tax is wrong from the people, and I have over and over again ascertained this to be a fact in my travels through many provinces; but this excess, again, serves to support a bureaucracy for whom the central Government does nothing, and an army of police, "satellites," &c., for whom the bureaucracy does nothing.

As to the salt revenues, which rank above *Wu*, and are almost a part with the land-tax, salt is the backbone of the enormous salt industry, with *Wu* and the land-tax, a fraction of the receipts, but in this case even a less proportion, say Tls. 10,000,000, is officially reported, and is available to the central Government; untold millions go to the bureaucracy, the armies of official harpies and the insatiable syndicates, junkmen, and others who fatten on the salt industry in one way or another. If, therefore, we leave to China her salt and her land-tax, to manage as she may like, until such time as she may be ripe for further financial improvement, we run the risk of causing popular discontent; abundance to the bureaucracy their chief "squeeze," and we in no way disturb the existing administrative harmony.

But, I submit, there is a way, and a simple way, in which we can double or triple the revenues of the central Government; compensate the bureaucracy for any imaginary damage done to their interests by the course I am about to advocate; enormously increase the volume of foreign trade; confer a great boon upon the people; and, at the same time, secure an incalculable benefit upon the Chinese people at large.

It is to be content to raise the average import duties to double what they now are (or a quarter more, or a third more), and stipulate in return for the absolute abolition of *Wu* throughout the whole Empire, we should be doing what is perfectly feasible. In 1887 we consented to an enormous *Wu* being collected on opium at the same time that the insignificant import duty was levied. This *Wu* amounted in 1891 to a respectable sum of Tls. 6,000,000, or a million sterling. There could not be a better proof of the fact that the central Government can, if it chooses, put a total stop to *Wu* than the fact that ever since 1887 all *Wu* trouble with opium disappeared as if by magic. In one or two cases a misguided victory—for instance, Li Hian-chang, brother of Li Hung-chang—has tried a "pretence hand upon opium, but such attempts have always been instantly suppressed by express telegraph from Peking.

At first sight our merchants may look askance at a wholesale increase in import duties, and special measures would certainly be necessary to protect our cotton goods from local manufacturers. It would also be necessary to have some hold upon the increased revenue, so that the instantaneous compensation might be offered in cases where any attempt should be made to impose taxes in the interior. Against all this, however, must be set the enormous impetus which would be given to foreign trade by the utter disappearance of all trading obstacles, the enhanced activity in land; the consequent increase of wealth and confidence; the disappearance of irritating diplomatic questions, and so on.

Out of the largely increased revenue thus raised, it would be necessary to set aside, say, Tls. 15,000,000 to compensate the provincial Governments liberally for the losses incurred by them. Thus they would become the friends instead of the enemies of the foreign Customs, and the first solid and important step would be taken towards the regeneration of China.

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## LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before Mr. Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)

September 18th.

A MAIDEN ASSIZE.

On his Lordship taking his seat the Registrar said—My Lord, it is my pleasing duty to inform your Lordship that no cases have been committed for trial at this Session. How often this has happened before I can speak with no authority. Be that as it may, an occurrence of this sort is surrounded as we are by bodies of people, the mass of whom belong to the untold millions to whom law and justice are unknown quantities. I think that we Britishers in a British colony may well be proud of such an occurrence. According to traditional custom in the home country at a maiden Assize the clerk of the Crown generally presents a pair of white gloves to the Court. It is also my pleasing duty on this occasion to present your Lordship with the gloves. On the



## Intimations.

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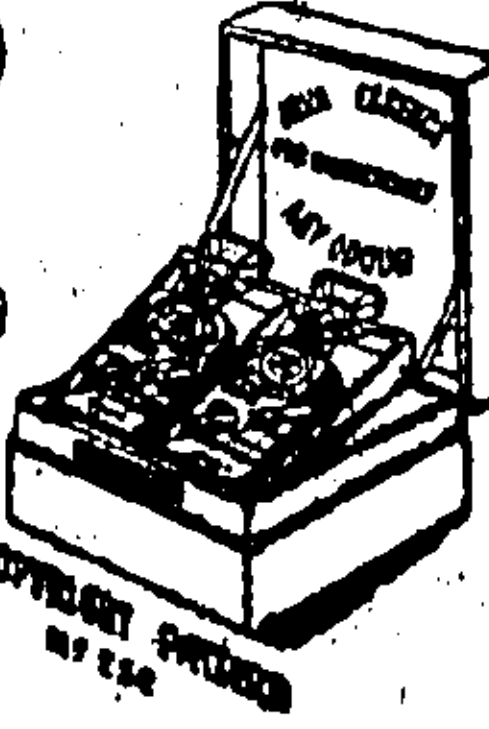
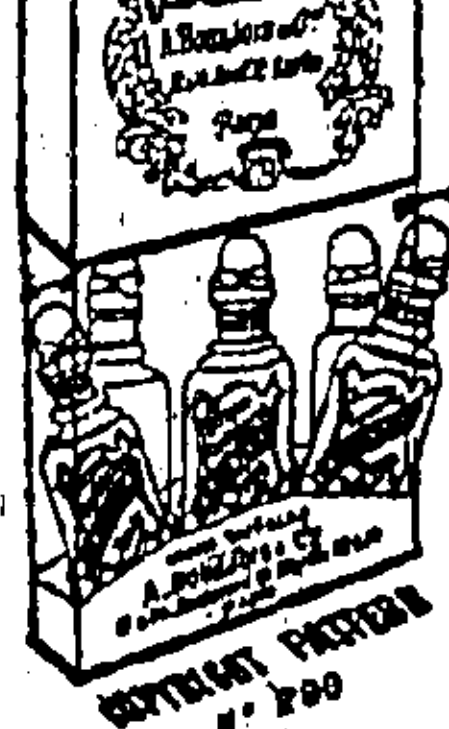
## JAVA POWDER

SOLD EVERYWHERE

LARGE ASSORTMENT OF

PERFUMES PUT UP IN THE LATEST

PARISIAN STYLE



12 &amp; 14, Boul. St. Martin

PARIS

## A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

## Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT &amp; BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS &amp; Co., Hongkong.

## Shipping.

## STEAMERS.

NIPPON YUSEN KAISHA.  
FOR SINGAPORE, PENANG, COLOMBO,  
PORT SAID, MARSEILLES, LONDON  
AND ANTWERP.

THE Company's Steamship

"TOSU MARU,"

Captain J. B. Macmillan, will be despatched for the

above Ports on about WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 10th September, 1896. [1421]

NIPPON YUSEN KAISHA.  
FOR SHANGHAI, CHEFOO, JINSEN,  
AND NAGASAKI.

THE Company's Steamship

"SATSUMA MARU,"

Captain F. L. Sommer, will be despatched for the

above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 17th September, 1896. [1453]

JAVA, CHINA, JAPAN LINE OF

STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

PROPOSED SAILINGS

(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE,

AMOI, HONGKONG, SINGAPORE,

JAVA.

FROM HONGKONG.

S.S. Germania..... To JAVA..... 1 Sept.

S.S. Carina..... To JAVA..... 1 Oct.

S.S. Federation..... To JAVA..... 1 Nov.

S.S. Carina..... To JAPAN..... 1 Sept.

S.S. Federation..... To JAPAN..... 1 Oct.

S.S. Germania..... To JAPAN..... 1 Nov.

General Agents for China &amp; Japan,

LAUTS, WEGENER &amp; Co.,

Hongkong, 22nd August, 1896. [1447]

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above on

TUESDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 17th September, 1896. [1442]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Osterbridge, will be despatched as above on

TUESDAY, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE.

Agents.

Hongkong, 12th September, 1896. [1435]

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

"AFRIDI,"

Captain Golding, R.N.R., will be despatched for the

above Ports on WEDNESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to

DODWELL, CARILL &amp; Co.,

Agents.

Hongkong, 17th September, 1896. [1446]

"SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY AND

MELBOURNE.

(Taking through Cargo to QUEENSLAND PORTS,

ADELAIDE and NEW ZEALAND.)

THE Steamship

"MERIONETHSHIRE,"

Captain Davies, will be despatched for the

above Ports on WEDNESDAY, the 23rd instant,

at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARILL &amp; Co.,

Agents.

Hongkong, 14th September, 1896. [1451]

## Shipping.

## STEAMERS.

## FOR TIENTSIN.

THE Steamship

"FUPING,"

Captain Clemens, will be despatched for the

above Ports on TO-MORROW, the 19th instant, at

Noon.

For Freight or Passage, apply to

CARLOWITZ &amp; Co.,

Agents.

Hongkong, 18th September, 1896. [1448]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHIHIL,"

Captain Newcombe, will be despatched as above

TO-MORROW, the 19th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 17th September, 1896. [1439]

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"

Captain F. W. Schell, will be despatched for the

above Ports on TO-MORROW, the 19th instant,

at 4 P.M.

For Freight or Passage, apply to

SIMPSON &amp; Co.,

Agents.

Hongkong, 16th September, 1896. [1449]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched as

above on MONDAY, the 21st instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 14th September, 1896. [1434]

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

JAVA—CHINA—JAPAN LINE

OF STEAMERS.

FOR SINGAPORE, BATAVIA, SAMARANG

AND SOERABAYA.

THE Steamship

"GERMANIA,"

Captain Bendina, will be despatched for the

above Ports on MONDAY, the 21st instant, at

5 P.M.

Through Bills of Lading issued for all Ports

in the East Indian Archipelago, Amsterdam,

Rotterdam, Genoa, Marseilles, Antwerp, London,

Naples, Leghorn and Trieste.

For Freight or Passage, apply to

LAUTS, WEGENER &amp; Co.,

General Agents.

Hongkong, 17th September, 1896. [1414]

THE CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF

CALL.

(Taking Cargo at through rates for GLASGOW,

LIVERPOOL, CONTINENTAL PORTS,

RIVER PLATE, &amp;c.)

THE Company's Steamship

"OOPACK,"

Captain H. Sommer, will be despatched as above

on or about the 22nd instant.

The Co.'s S.S. "PINGSUEY,"

Captain D. Davies, will follow the Oopack on or

about the 6th October.

The Co.'s S.S. "NINGHOW,"

Captain J. Warrall, will follow the Pingsuey

promptly.

For Freight, &amp;c., apply to

HOLLIDAY, WISE &amp; Co.,

Agents.

Hongkong, 17th September, 1896. [1406]

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"IKON,"

Captain Nish, will be despatched as above on

FRIDAY, the 19th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 14th September, 1896. [1399]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"RADLEY,"

Captain Talbot, will be despatched as above

on FRIDAY, the 19th instant.

For Freight or Passage, apply to

DODWELL, CARILL &amp; Co.,

Agents.

Hongkong, 17th September, 1896. [1455]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS,"

Captain Dickens, will be despatched as above

on MONDAY, the 21st instant.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 17th September, 1896. [1399]

SAILING VESSELS.

FOR NEW YORK.

THE S.S. A. L. American Ship

"CHARLES E. MOODY,"

Captain Leggett, is loading here for the above

Port, and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG &amp; Co.,

Agents.

Hongkong, 18th August, 1896. [1352]

THE S.S. A. L. American Ship

"SAINT MARK,"

Dudley, Master, will load here for the above

Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ &amp; Co.,

Agents.

Hongkong, 18th August, 1896. [1352]

FOR SAN FRANCISCO.

THE S.S. L. British Ship

"CASABLANCA,"

Captain, Master, will load here for the above

Port, and will have quick despatch.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

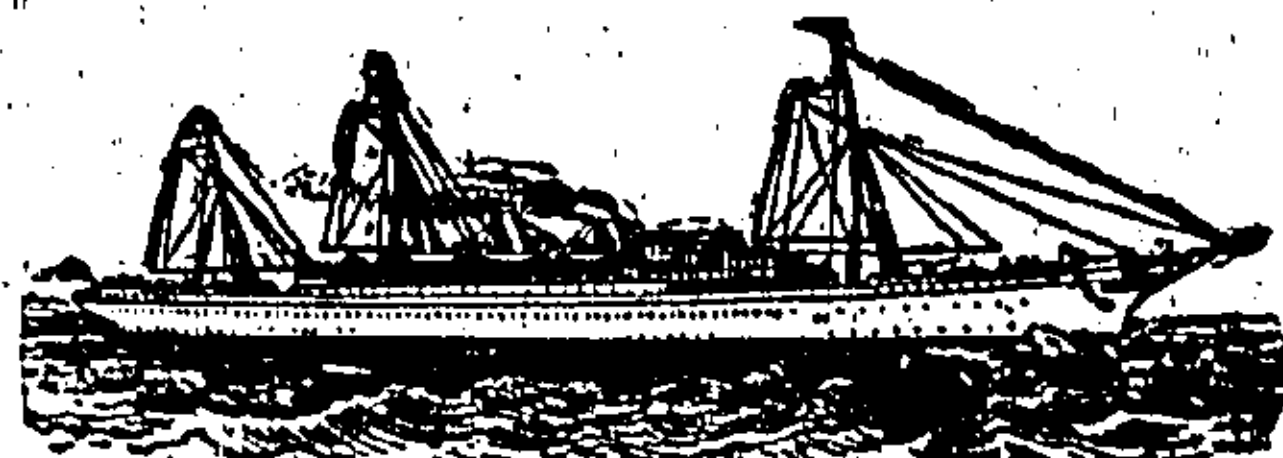
Agents.

Hongkong, 14th September, 1896. [1399]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL, STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4500 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL

TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is

made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers booked through to all principal ports, and AROUND THE WORLD. Return

tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

Circulars, Pacific Tour Tickets Hongkong to Vancouver, Vancouver to Sydney

Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for

9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago, World's Exhibition)

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 7th September, 1896.